

File 192

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY	Austria	REPORT	
SUBJECT	1. Scrapping of Soviet World War II Aircraft 2. Vienna Iron and Scrap Metal Company	DATE DISTR.	17 December 1954 4
DATE OF INFO.		NO. OF PAGES	
PLACE ACQUIRED		REFERENCE NO.	RD
		REFERENCES	25X1

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25 YEAR RE-REVIEW

USAF review completed.

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(NOTE: Washington distribution indicated by "X"; Field distribution by "#")

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REPORT

COUNTRY Austria

DATE DISTR. 29 Sept 1954

SUBJECT 1. Scrapping of Soviet World War II Aircraft

NO. OF PAGES 3

DATE OF INFORMATION 2. Vienna Iron and Scrap Metal Company

REFERENCES:

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Scrapping of AircraftSITE LOCATION AND DESCRIPTION:

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1.

The scrapping area was a flat, open, grass field, 100 x 30-40 m. The area was extendable in all directions (as required by the amount of material and work) as it was neither fenced in nor marked off. Area was located in a general northerly direction from the city of Wiener, Neustadt, Austria, distance unknown.

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2.

jet aircraft activity at the nearby airfield. The type of aircraft were believed to be MIG-15s. The aircraft activity consisted of what appeared to be training in making landings and take-offs:

ACTIVITY AT SCRAPPING SITE:

3.

approximately 15 twin-engine, mid-wing aircraft parked wingtip to wingtip on this area. identified as Russian-built PE-2 type dive bombers which had been ordered destroyed by the Soviet Air Force. 8 to 10 Austrian civilians were cutting the aircraft into scrap by means of acetylene hand

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25 YEAR RE-REVIEW

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torches. There were 10 other Austrian civilians who loaded the scrap metal pieces into trucks. After the trucks had been loaded they were driven away to a nearby railroad siding and the scrap was transferred to waiting railroad cars. When questioned about final destination of the scrap, [] the scrap was most probably sent to smelting plants or other Soviet-controlled enterprises in the Soviet Zone of Austria and not out of the country to the Soviet Union or any Satellites.

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4. All radios, electrical equipment and instruments had been removed by military personnel prior to delivery of the aircraft for scrapping. Engines, propellers and tires were still on the aircraft [] no apparent attempts to salvage these parts during the cutting process.

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[] Due to the size of the area they were towed from the airfield, across the field to the site. No roads led to the scrapping area from the airfield or the main road. [] the aircraft were flown into the airfield, stripped of their electrical equipment and instruments and then towed across.

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5. This area used for scrapping and the material located there was guarded by two Soviet Air Force uniformed guards, armed with sub-machine guns. [] they were on 24 hour duty except when the area was cleared of all operations.

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ORGANIZATION AND EQUIPMENT OF SCRAP COMPANY IN VIENNA

6. Name: VIENNA IRON AND SCRAP METAL COMPANY LTD. (WIENER EISEN UND METALLVERWERTUNGSG.m.b.H.)

This company was under control of the Central Commercial Office of USIA.

The Main Office was located in the Soviet Zone of Vienna, 4th District, Lothringer strasse No. 4.

The main office was originally located [] at the same address as the main workshop. [] the Soviets

at the

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[] moved to the present address in the Russian Zone.

moved to the present address in the

Personnel:

7. a. Director, ANNENKOW (Fnu), []

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b. Other Personnel:

Approximately 30 Austrian civilians worked for this company as laborers, mechanics, drivers and cutters in the main workshop

[] From all indications they were transported from Vienna to the worksite daily in trucks. []

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[] 15 people worked in the main office in the Soviet Zone.

Extra workers were hired as the work load increased and released as necessary.

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Equipment:

8. Unknown quantity of acetylene cutting and burning equipment.

Three very old passenger cars. One old Tatra for the Director, one Mercedes and one Fiat.

Approximately eight medium sized trucks - capacity unknown.

MISCELLANEOUS INFORMATION:

9. Sometime prior to the summer of 1953 the Director of the scrap metal company requested permission from higher authority to replace the old passenger carriers with new models. [redacted] the old automobiles were in such bad condition that they were in the repair shop more than they were out, thus hampering the operation and the efficiency of the company. Permission was granted for the new purchases in the summer of 1953. A new Buick and a new Ford were purchased [redacted] with the appropriate funds. The new vehicles were never actually delivered to the Director of the scrap company. By some manner or means the Central Commercial Office Director and his deputy fell heir to the new vehicles and the Director of the Scrap Company is or was, still using the old vehicles.

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